

CHAPTER 3. ADVISORY AND EMERGENCY ACTIONS AND CATEGORICAL EXCLUSIONS

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300. INTRODUCTION. This chapter provides guidance on whether a proposed action should be classified as an advisory action, emergency action, or an action that is categorically excluded from further environmental review.

301. ADVISORY ACTIONS. Some Federal actions are of an advisory nature and neither permissive nor enabling. Actions of this type are not considered major Federal actions under NEPA, and EAs or EISs are not required as a condition for implementing the action. If it is known or anticipated that some subsequent Federal action would require processing in accordance with environmental procedures, the FAA shall so indicate in the advisory action. Examples of advisory actions include:

- a. Determinations under 14 CFR part 77, Objects Affecting Navigable Airspace, and
- b. Determinations under 14 CFR part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, and Marking and Lighting Recommendations. Determinations under 14 CFR part 157 apply to airports, helipads, and heliports.

302. EMERGENCY ACTIONS. Section 1506.11 of Title 40 of the CFR allows CEQ to grant alternative arrangements for, but not eliminate, NEPA compliance where a national emergency, disaster, or similar great urgency makes it necessary to take actions with significant environmental impacts without observing other provisions of CEQ regulations. The processing times may be reduced or, if the emergency situation warrants, preparation and processing of environmental documents may be abbreviated. The responsible FAA official should consult with AEE (Environment, Energy and Employee Safety Division, AEE-200) and AGC (Environmental Law Branch, AGC-620) for evaluation to assure national consistency. FAA should then consult CEQ as appropriate about alternative arrangements for complying with NEPA.

303. CATEGORICAL EXCLUSIONS.

a. Categorical exclusions are those types of Federal actions that meet the criteria contained in 40 CFR 1508.4. They represent actions that, based on past experience with similar actions, do not normally require an EA or EIS because they do not individually or cumulatively have a significant effect on the human environment, with the exception of extraordinary circumstances as set forth in paragraph 304. Categorical exclusions are presented in figure 3-2 by functional group.

b. The responsible FAA official must first determine whether a proposed action is within one of the categorical exclusions listed in figure 3-2. An action on the categorically excluded list is not automatically exempted from environmental review under NEPA. The responsible FAA official must also review paragraph 304, Extraordinary Circumstances, before finalizing a decision to categorically exclude a proposed action. If it is uncertain whether an extraordinary circumstance applies to the proposed action, the responsible FAA official shall consult with appropriate offices for guidance. Figure 3-1, Categorical Exclusion Process, summarizes the categorical exclusion process. The following paragraphs provide more information on the categorical exclusion process.

c. Responsible officials in the FAA Office of Air Traffic may accept the categorical exclusion of the U.S. Department of Defense for actions relating to a request for designation of special use airspace when that request is subject to a categorical exclusion under the regulations of the requesting military department, except when the actions of the FAA are subject to an EA or an EIS, in accordance with a Memorandum of Understanding, dated January 26, 1998. The responsible Federal official must also determine that extraordinary circumstances, as defined in this order, do not exist.

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304. EXTRAORDINARY CIRCUMSTANCES. Proposed Federal actions, normally categorically excluded, which have any of the following characteristics, shall be the subject of an EA, or, if potential impacts are significant, an EIS:

a. Likely to have a significant adverse effect on cultural resources pursuant to the National Historic Preservation Act of 1966, as amended.

b. Likely to result in a significant impact on properties protected under section 4(f) of the Department of Transportation Act.

Figure 3-1. Categorical Exclusion Determination Process

Step 1	Step 2	Step 3	Step 4	Step 5
Responsible FAA official or project proponent defines proposed action.	Responsible FAA official reviews proposed action with list of categorical exclusions.	Responsible FAA official reviews action for extraordinary circumstances.	Responsible FAA official has an option to issue and file a categorical exclusion determination if extraordinary circumstances are not involved.	Approving FAA official proceeds with action.

c. Likely to have significant impact on natural, ecological (e.g., invasive species), or scenic resources of Federal, Tribal, State, or local significance (including, for example, Federally listed or proposed endangered, threatened, or candidate species or designated or proposed critical habitat under section 7 of the Endangered Species Act, resources protected by the Fish and Wildlife Coordination Act, wetlands under section 404 of the Clean Water Act, section 10 of the Rivers and Harbors Act, and E.O. 11988, floodplains under E.O. 11990, coastal resources under the Coastal Zone Management Act and Coastal Barriers Act, prime, unique, State or locally important farmlands under the Federal Farmlands Protection Act, energy supply and natural resources, and wild and scenic rivers, study or eligible river segments under the Wild and Scenic Rivers Act) and solid waste management.

d. Likely to cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community in which the project is located.

e. Likely to cause a significant increase in congestion from surface transportation (by causing decrease in Level of Service below acceptable level determined by appropriate transportation agency, such as a highway agency).

f. Likely to have a significant impact on noise levels of noise-sensitive areas.

g. Likely to have a significant impact on air quality or violate local, State, Tribal, or Federal air quality standards under the Clean Air Act Amendments of 1990.

h. Likely to have a significant impact on water quality, sole source aquifers, contaminate a public water supply system, or violate State or Tribal water quality standards established under the Clean Water Act and the Safe Drinking Water Act.

i. Likely to be highly controversial on environmental grounds. A proposed Federal action is considered highly controversial when the action is opposed on environmental grounds by a Federal, State, Tribal, or local government agency or by a substantial number of the persons affected by the action. If in

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doubt about whether a proposed action is highly controversial, consult the program office's headquarters environmental division, AEE (Environment and Energy Team, AEE-200), regional counsel, or AGC (Environmental Law Branch, AGC-620) or assistance.

j. Likely to be inconsistent with any Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action.

k. Likely to directly or indirectly create a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses (see sections 11 and 12, appendix 1 for additional information), likely to be contaminated with hazardous materials based on Phase I or Phase II Environmental Due Diligence Audit (EDDAs) , or likely to cause such contamination (see section 10, appendix 1 for additional references and discussion).

305. CATEGORICAL EXCLUSION DOCUMENTATION. Categorical exclusions are allowed under CEQ regulations to reduce delay and paperwork. Once categorical exclusions are developed according to paragraph 303, CEQ guidance strongly discourages additional paperwork to document that an activity is within a listed categorical exclusion and no extraordinary circumstances exist. The decision that a proposed action is within a categorical exclusion and that no extraordinary circumstances exist shall not be considered deficient if it is not supported by documentation verifying that the proposed action is categorically excluded (see, however, paragraph 306 and appendix 1 for information about specific findings or determinations and associated public notice and comment requirements under other applicable environmental laws, regulations, and executive orders.). Unique circumstances may occur where the responsible FAA official may decide, for record-keeping purposes or in anticipation of litigation, to informally document the agency's review of potential extraordinary circumstances supporting the categorical exclusion determination for the proposed action. The responsible FAA official should consider documenting the review of whether extraordinary circumstances exist when there is a high degree of public controversy, when the applicability of a categorical exclusion is not intuitively clear, in anticipation of litigation, or when the project is perceived by the public as having the potential for adverse environmental effects. There is no prescribed format for any documentation that the responsible FAA official decides to include in the record to support a categorical exclusion. The responsible FAA official should use reasonable judgment on the type and minimum amount of information needed to document that extraordinary circumstances were considered and did not apply to the proposed action. For additional information, contact AEE-200 and AGC-620.

306. OTHER ENVIRONMENTAL LAWS AND REQUIREMENTS. Paragraph 304 identifies categories of environmental impacts that are subject to laws, regulations, or executive orders in addition to NEPA and which must be complied with before a Federal action is approved. The responsible FAA official must assure, to the fullest extent possible, that compliance with all applicable environmental requirements is reflected in the determination to apply a categorical exclusion. Such compliance, including any required consultations, findings or determinations, should be documented. Additional information on other environmental laws, regulations, and executive orders is provided in appendices 1 and 12.

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Figure 3-2. Categorical Exclusion List

Figure 3-2 is a comprehensive list of FAA's categorically excluded actions. Previously, only the categorical exclusions of general application were listed in the body of the order, while categorical exclusions of actions commonly carried out by one or a few services were listed in the appendices. This revised order consolidates both kinds of categorical exclusions into figure 3-2. The categorical exclusion list is classified by the following functions.

Administrative/General: Actions that are administrative or general in nature.

Certification: Actions concerning issuance of certificates or compliance with certification programs.

Equipment and Instrumentation: Actions involving installation, repair, or upgrade of equipment or instruments necessary for operations and safety.

Facility Siting and Maintenance: Actions involving acquisition, repair, replacement, maintenance, or upgrading of grounds, infrastructure, buildings, structures, or facilities that generally are minor in nature.

Procedural: Actions involving establishment, modification, or application of airspace procedures.

Regulatory: Actions involving compliance with, or exemptions to, regulatory programs or requirements.

Figure 3-2 also lists those categorical exclusions that refer to those actions for which there is no reasonable expectation of a change in use and thus should not cause environmental impacts.

All offices should use figure 3-2 in determining whether an action is categorically excluded. For reference, the office(s) that would most commonly use a categorical exclusion are provided in parentheses following the type of action. These actions may be used by more than one office.

Proposed additions and modifications to categorically excluded actions under this notice of availability for public comment are depicted in **bold type**.

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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Administrative/General Actions	
1.	Emergency measures regarding air or ground safety. (All)
2.	Release of airport land from Federal obligations and consent to long-term leases of dedicated airport property to the status of revenue-producing property. (APP)
3.	Approval of projects to carry out an FAA-approved 14 CFR part 150 noise compatibility program (NCP). (APP)
4.	Issuance of Notices to Airmen (NOTAMS), which notify pilots and other interested parties of interim or temporary conditions. (AFS, AVN)
5.	FAA actions related to conveyance of land for airport purposes, surplus property, and joint use arrangements that do not substantially change the operating environment of the airport. (APP, AND, ANI, and ASU)
6.	Mandatory actions required under any treaty or international agreement to which the United States is a party, or required by the decisions of international organizations or authorities in which the United States is a member or participant except when the United States has substantial discretion over implementation of such requirements.
The following categorical exclusions refer to those actions for which there is no reasonable expectation of a change in use or activity that would cause environmental impacts.	
7.	Issuance of airport policy and planning documents including the National Plan of Integrated Airport Systems (NPIAS), Airport Improvement Program (AIP) priority system, and advisory circulars on planning, design, and development which are issued as administrative and technical guidance. (APP)
8.	Approval of an airport sponsor's request solely to impose Passenger Facility Charges (PFC). (ARP)
9.	Actions that are tentative, conditional, and clearly taken as a preliminary action to establish eligibility under an FAA program, including, for example, Airport Improvement Program (AIP) actions that are tentative and conditional and clearly taken as a preliminary action to establish an airport sponsor's eligibility under the AIP. (All)
10.	Administrative and operating actions, such as procurement documentation, organizational changes, personnel actions, and legislative proposals not originating in the FAA. (All)
11.	Agreements with foreign governments, foreign civil aviation authorities , international organizations, or U.S. Government departments calling for cooperative activities or the provision of technical assistance, advice, equipment , or services to those parties, and the implementation of such agreements; negotiations and agreements to establish and define bilateral aviation safety relationships with foreign governments, and the implementation of such agreements; attendance at international conferences and the meetings of international organizations, including participation in votes and other similar actions. (All)
12.	All delegations of authority to designated examiners, designated engineering representatives (DER), or airmen under section 314 of the FAA Act (49 U.S.C. 44702(d) and 45303). (AFS, AIR)
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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Administrative/General Actions (continued)	
13.	FAA administrative actions associated with transfer of ownership or operation of an existing airport, by acquisition or long-term lease, as long as the transfer is limited to ownership, right of possession, and/or operating responsibility. (APP)
14.	Issuance of grants to prepare noise exposure maps and noise compatibility programs (NCP) under 49 U.S.C. 47503(2) and 47504 and, under 14 CFR part 150, FAA determinations to accept noise exposure maps and approve noise compatibility programs. (APP)
15.	Issuance of planning grants or state block grants (see most current version of FAA Order 5050.4). (APP)
16.	Conditional approval of an Airport Layout Plan (ALP). (APP)
17.	Planning and development of training, personnel efficiency, and performance projects and programs. (All)
18.	Policy and planning documents and legislative proposals not intended for, or which do not cause direct implementation of, project or system actions. (All)
19.	Project amendments (for example, increases in costs) that do not alter the environmental impact of the action. (All)
20.	Actions related to the retirement of the principal of bond or other indebtedness for terminal development. (APP)
Administrative/General Actions (end)	

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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Certification Actions	
1.	Actions that demonstrate compliance with 14 CFR part 36, Noise Certification: Aircraft and Airworthiness Certification. (AFS, AIR)
2.	Approvals of aircraft or launch vehicles and engine repairs, parts, and alterations not affecting noise, emissions, or wastes. (All)
3.	Issuance of certificates such as: (1) new, amended, or supplemental aircraft types that meet environmental regulations; (2) new, amended, or supplemental engine types that meet emission regulations; (3) new, amended, or supplemental engine types that have been excluded by the EPA (14 CFR 34.7); (4) medical, airmen, export, manned free balloon type, glider type, propeller type, supplemental type certificates not affecting noise, emission, or waste; and (5) mechanic schools, agricultural aircraft operations, repair stations, and other air agency ratings. (AFS, AIR)
4.	Operating specifications and amendments that do not significantly change the operating environment of the airport. These would include, but are not limited to, authorizing use of an alternate airport, administrative revisions to operations specifications, or use of an airport on a one-time basis. The use of an airport on a one-time basis means the operator will not have scheduled operations at the airport, or will not use the aircraft for which the operator requests an amended operations specification, on a scheduled basis. (AFS)
The following categorical exclusions refer to those actions for which there is no reasonable expectation of a change in use or activity that would cause environmental impacts.	
5.	Issuance of certificates and related actions under the Airport Certification Program (14 CFR part 139). (APP)
6.	Issuance of Airworthiness Directives (ADs) to ensure aircraft safety. (AFS, AIR)

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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Equipment and Instrumentation Actions	
1.	Construction of Remote Communications Outlet (RCO), or replacement with essentially similar facilities or equipment , to provide air-to-ground communication between pilots of general aviation aircraft and personnel in Flight Service Stations (FSS). (AAF, AND)
2.	Establishment, installation, upgrade, or relocation within the perimeter of an airport: airfield or approach lighting systems, such as Runway End Identifier Lights (REIL), Omnidirectional Airport Lighting Systems (ODALS), High Intensity Approach Lighting System With Flashers (ALSF-2); Medium Intensity Approach Lighting System with a Runway Alignment Indicator Lighting System (MALSR); Simplified Shortened Approach Lighting System with a Runway Alignment Indicator Lighting System (SSALSR) ; visual approach aids, beacons, and electrical distribution systems, such as Visual Approach Slope Indicators (VASIs) and Precision Approach Path Indicators (PAPIs). (AAF, AND, APP, ANI)
3.	Federal financial assistance or ALP approval or FAA installation of facilities and equipment, other than radars, within a facility or within the perimeter of an airport or launch facility (e.g. weather systems, navigational aids, and hygrometers). Weather systems include Automated Weather Observing System (AWOS), Automatic Surface Observation System (ASOS), Runway Visual Range (RVR), Low Level Wind Shear Alert System (LLWAS), other essentially similar facilities and equipment that provides for modernization or enhancement of the service provided by these facilities. Navigational aids include Instrument Landing System (ILS) equipment or components of ILS equipment, other essentially similar facilities and equipment, and equipment that provides for modernization or enhancement of the service provided by that facility. (AAF, AUA, AND, APP)
4.	Federal financial assistance or ALP approval or FAA installation of radar facilities and equipment, within a facility or within the perimeter of an airport or launch facility, that conform to the current American National Standards Institute/Institute of Electrical and Electronic Engineers (ANSI/IEEE) guidelines for maximum permissible exposure to electromagnetic fields . Radar facilities and equipment include Terminal Doppler Weather Radar (TDWR), Next Generation Weather Radar (NEXRAD), Precision Runway Monitor (PRM), Airport Surface Detection Equipment (ASDE), Air Route Surveillance Radar (ARSR), Airport Surveillance Radar (ASR), Air Traffic Control Beacon (ATCB), and other essentially similar facilities and equipment . In addition, this includes equipment that provides for modernization or enhancement of the service provided by these facilities, such as Radar Bright Display Equipment (RBDE) with Plan View Displays (PVD), Direct Access Radar Channel (DARC), and a beacon system on an existing radar. (AAF, AUA, AND, APP)
5.	Federal financial assistance or Airport Layout Plan (ALP) approval of miscellaneous items including wind indicators, wind measuring devices, landing directional equipment, segmented circles (visual indicators providing traffic pattern information at airports without air traffic control towers), and fencing. (APP)
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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Equipment and Instrumentation Actions (continued)	
6.	Installation or replacement of engine generators used in emergencies when commercial power fails. (AAF, AND, AST)
7.	Replacement of power and control cables for facilities and equipment, such as airport lighting systems (ALS), launch facility lighting systems , airport surveillance radar (ASR), launch facility surveillance radar , Instrument Landing System (ILS), and Runway Visual Range (RVR). (AAF, AND)
8.	Location of wind and other weather instruments within the perimeter of airports and launch facilities . (AAF, AND, AST)
The following categorical exclusions refer to those actions for which there is no reasonable expectation of a change in use or activity that would cause environmental impacts.	
9.	Acquisition of security equipment required by rule or regulation for the safety or security of personnel and property on the airport or launch facility (14 CFR part 107, Airport Security), safety equipment required by rule or regulation for certification of an airport (14 CFR part 139, Certification and Operation: Land Airports Serving Certain Air Carriers) or licensing of a launch facility , or snow removal equipment. (APP, AST)
(end)	

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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Facility Siting and Maintenance Actions	
1.	Access road construction and relocation or repair of entrance and service roadways that do not reduce the Level of Service on local traffic systems below acceptable levels. (AAF, AND, APP, AST)
2.	Acquisition of land and relocation associated with a categorically excluded action. (ASU, APP)
3.	Actions such as installation or repair of radars at existing facilities that conform to the current American National Standards Institute/Institute of Electrical and Electronics Engineers (ANSI/IEEE) guidelines for maximum permissible exposures to electromagnetic fields and do not significantly change the impact on the environment of the facility. (All)
4.	Federal financial assistance, Airport Layout Plan (ALP) approval, or FAA installation of de-icing/anti-icing facilities that comply with National Pollutant Discharge Elimination System (NPDES) permits or other permits protecting the quality of receiving waters, and for which related water detention or retention facilities are designed not to attract hazardous wildlife, as defined in FAA Advisory Circular 150-5200-33. (AAF, APP)
5.	Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval to build or repair an existing runway, taxiway, apron, or loading ramp, including extension, strengthening, reconstruction, resurfacing, marking, grooving, fillets and jet blast facilities, provided the action will not create environmental impacts outside of an airport or launch facility property. (APP, AST)
6.	Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, small parking areas, signs, fences, and other essentially similar minor airport development items . (AAF, AND, APP, AST)
7.	Construction of Remote Transmitter/Receiver (RT/R), or other essentially similar facilities and equipment, to supplement existing communications channels installed in the Air Traffic Control Tower (ATCT) or Flight Service Station (FSS). (AAF, AND)
8.	Federal financial assistance, licensing, or ALP approval for construction or limited expansion of facilities, such as terminal passenger handling facilities or cargo buildings, at existing commercial service airports and launch facilities that do not substantially expand those facilities. (All)
9.	Demolition and removal of buildings and structures, except those of historic, archaeological, or architectural significance as officially designated by Federal, State, or local government; and alteration of an existing facility that does not alter or change environmental impacts of the existing facility or structure, provided no toxic or hazardous substances contamination is present on the site or in equipment on the site. (AND, AST)
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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Facility Siting and Maintenance Actions (continued)	
10.	Extension of water, sewage, electrical, gas, or other utilities of temporary duration to serve construction. (AAF, AND, AST)
11.	Filling of earth into previously excavated land with material compatible with the natural features of the site, provided the land is not delineated as a wetland. (AAF, AND, AST)
12.	Federal financial assistance, licensing, or FAA grading of land or removal of obstructions on airport or launch facility property, and erosion control measures having no impacts outside of airport property or outside of the launch facility . (AAF, AND, APP, AST)
13.	Lease of space in buildings or towers for a firm-term of one year or less. (ASU)
14.	Minor expansion of facilities, including the addition of equipment, such as telecommunications equipment, on an existing facility where no additional land is required, or when expansion is due to remodeling of space in current quarters or existing buildings. Additions may include antennas, concrete pad and minor trenching for cable. (AAF, AOP, AND, AST)
15.	Minor trenching and backfilling where the surface is restored and the excavated material is protected against erosion and runoffs during the construction period. (AAF, AND, APP, AST)
16.	New gardening or landscaping, and maintenance of existing landscaping. (AAF, AND, APP, AST)
17.	Construction and installation, on airports or launch facilities , of noise abatement measures, such as noise barriers to diminish aircraft and launch vehicle engine exhaust blast or noise, and installation of noise control materials. (All)
18.	Purchase, lease, or acquisition of three acres or less of land with associated easements and rights-of-way for new facilities. (ASU, AND, AAF)
19.	Repairs and resurfacing of existing access to remote facilities and equipment, such as Air Route Surveillance Radar (ARSR), Remote Center Air/Ground Communications Facility (RCAG), Remote Communications Outlet (RCO), and VHF Omnidirectional Range (VOR) with Ultra-High Frequency Tactical Air Navigation Aid (VORTAC). Upgrading facilities and equipment to improve operational efficiency, such as existing runway approach lighting installations, conversion of VOR to VOR with Ultra-High Frequency Tactical Air Navigation Aid (VORTAC), or conversion of ILS to category II or III standards. (AAF, AND)
20.	Federal financial assistance, Airport Layout Plan (ALP) approval, or licensing of a new heliport on an existing airport or launch facility that would not significantly increase noise over noise sensitive areas . (APP, AST)
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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Facility Siting and Maintenance Actions (continued)	
21.	Repair or replacement of underground storage tanks (UST), or replacement of UST with above ground storage tanks at the same location. (AAF)
22.	Replacement or reconstruction of a terminal , structure, or facility with a new one of substantially the same size and purpose, where location will be on the same site as the existing building or facility. (AAF, AND, APP, AST)
23.	Maintenance of existing roads and rights-of-way, including, for example, snow removal, landscape repair, and erosion control work. (All)
24.	Routine facility decommissioning, exclusive of disposal. (AND, AST)
25.	Take over of non-Federal facilities by the FAA. (AAF, AVN)
26.	Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA action related to topping or trimming trees to meet 14 CFR part 77 (Objects Affecting Navigable Airspace) standards for removing obstructions which can adversely affect navigable airspace. (All)
27.	Upgrading of building electrical systems or maintenance of existing facilities, such as painting, replacement of siding, roof rehabilitation, resurfacing, or reconstruction of paved areas, and replacement of underground facilities. (AAF, AST)
(end)	

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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Procedural Actions	
1.	Rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (14 CFR part 71, "Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points"). (AAT)
2.	Actions regarding: establishment of Federal airways (14 CFR 71.75); operation of civil aircraft in a defense area, or to, within, or out of the United States through a designated Air Defense Identification Zone (ADIZ), (14 CFR part 99, "Security Control of Air Traffic"); authorizations for operation of moored balloons, moored kites, unmanned rockets, and unmanned free balloons (14 CFR part 101, "Moored Balloons, Kites, Unmanned Rockets and Unmanned Free Balloons"); and, authorizations of parachute jumping and inspection of parachute equipment, (14 CFR part 105, "Parachute Jumping"). (AAT)
3.	Actions to return all or part of special use airspace (SUA) to the National Airspace System (NAS) (such as revocation of airspace or a decrease in dimensions or times of use). (AAT)
4.	Modification of the technical description of SUA involving minor adjustments to the dimensions, altitudes, or times of designation of that airspace (such as changes in designation of the controlling or using agency). (AAT)
5.	Designation of alert areas and controlled firing areas. (AAT)
6.	Establishment or modification of Special Use Airspace (SUA), (e.g., restricted areas, warning areas), and military training routes for subsonic operations that have a base altitude of 3,000 feet above ground level (AGL), or higher. (AAT)
7.	Establishment or modification of Special Use Airspace (SUA) for supersonic flying operations over land and above 30,000 feet mean sea level (MSL) or over water above 10,000 feet MSL and more than 15 nautical miles from land. (AAT)
8.	Establishment of Global Positioning System (GPS), Flight Management System (FMS), or essentially similar systems, that use overlay of existing procedures. (AAF, AAT, AFS, AVN, AST)
9.	Establishment of helicopter tracks that channel helicopter activity over major thoroughfares. (AAT, AFS, AVN)
10.	Establishment of new procedures that routinely route aircraft over non-noise sensitive areas. (AAT)
11.	Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); instrument procedures conducted below 3,000 feet (AGL) that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet (AGL) that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For Air Traffic modifications to procedures at or above 3,000 feet (AGL), the Air Traffic Noise Screening Procedure (ATNS) should be applied. (AAT, AFS, AVN)
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Figure 3-2. Categorical Exclusion List (continued)

NOTE: Categorically excluded actions proposed under this notice and public procedure are depicted in **bold type**.

Procedural Actions (continued)	
12.	Establishment of procedural actions dictated by emergency determinations. (AAT, AST)
13.	Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (AAT, AFS, AVN)
14.	Removal of a displaced runway threshold on an existing runway. (APP, AST)
15.	A short-term change in air traffic control procedures, not to exceed six months, conducted under 3,000 feet above ground level (AGL) to accommodate airport construction. (AAT)
16.	Tests of air traffic departure or arrival procedures conducted under 3,000 feet above ground level (AGL), provided that: (1) the duration of the test does not exceed six months; (2) the test is requested by an airport or launch operator in response to mitigating noise concerns, or initiated by the FAA for safety or efficiency of proposed procedures; and (3) test data collected will be used to assess operational and noise impacts of the test.
17.	Procedural actions requested by users on a test basis to determine the effectiveness of new technology and measurement of possible impacts on the environment. (AAT)
18.	Approval under 14 CFR part 161 of a restriction on the operations of Stage 3 aircraft that does not have the potential to significantly increase noise at the airport submitting the restriction proposal or at other airports to which restricted aircraft may divert. (APP)

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Regulatory Actions

1. All FAA actions to ensure compliance with EPA aircraft emissions standards. (AEE)
2. Authorizations and waivers for infrequent or one-time actions, such as an airshow, that may result in some temporary impacts that revert back to original conditions upon action completion. (APP, AAF, AFS, AVN)
3. Denials of routine petitions for: (1) exemption; (2) reconsideration of a denial of exemption; (3) rulemaking; (4) reconsideration of a denial of a petition for rulemaking; and (5) exemptions to technical standard orders (TSOs) . (AEE, AFS, AIR, AST, ATS)
4. **Issuance of regulatory documents (e.g., Notices of Proposed Rulemaking, and issuance of Final Rules) covering administrative or procedural requirements (not including Air Traffic procedures unless otherwise categorically excluded). (AFS, AGC)**
5. Issuance of special flight authorizations controlled by operating limitations, specified in 14 CFR 21.199, 14 CFR 91.319, 14 CFR 91.611, and 14 CFR 91.859. (AFS, AIR, AEE)